## MR. CROCKER ON THE STAND.

HIS MEMORY IS BAD, BUT HE TELLS OME INTERESTING THINGS.

The Pacific Hallrond Commission Resumes Work in this City—History of the Building of the Rond—12,000 Chinamen Employed. The members of the Pacific Railroad Commission met at their old quarters at 10 Wall street yesterday. They were full of stories about their trip to California, and Commis-sioners Anderson and Little spent the time before the arrival of witnesses in rehearsing the beauties of a Chinese play that they attended in San Francisco. They saw three sections of the play in three days, and are still in doubt as to the ending. When they left the hero was sentenced to commit hari-kari. Judge Dillon, Charles Crocker, the California millionaire, an Mr. A. A. Cohen, counsel for the Central Pa-cific, arrived while the Chinese play was being discussed, and business was at once resumed.

Mr. Crocker, who is a jolly-looking man despite his burden of millions, took the wit-ness stand. He said that he was fully convinced that the Government had benefited more by the building of the Central Pacific Railroad than the stockholders did. He lived in California thirty-seven years, at the mines, at Sacramento, and at San Francisco. He was in the dry goods business at Sacramento. He knew Gov, Stanford before the Pacific roads were built, and was identified with them from the beginning. He took great risks in building parts of the road at the beginning, under

the firm name of Charles Crocker & Co. The "Co." did not represent any one then.

"I took great interest in the work," the witness said. "I went on with it till I sank all

"I took great interest in the work," the witness said. "I went on with it till I sank all the money I had and all I could borrow. I then got into financial difficulties, and the time came when I should have been glad to take a clean shirt and quit. I was a rich man when I went into this railroad business. I was not a millionaire, but money is not everything. I had a good business and peace of mind before I got into this turmoil, investigations, and other mean and annoying things."

Questioned as to the number of laborers he smployed in building the section to the State line and the proportionate number of Chinamen, Mr. Crocker went into an amusing description of the progress of the work, and said that if it was all put down the President would not be able to write his next annual message If he read the testimony. He said that the work was costing so much that at Auburn they began to put Chinese on, and in six months there were 6,000 of them employed, and by the time they reached the summit of the Sierra Nevada there were 12,000 Chinese on the work. At this time there were more white men employed on the work than ever before. At one time the Irishmen (masons) on the work struck and he put Chinese on in their places. The superintendent asked, "What, make masons of Chinamen p" and Mr. Crocker repiled; "Yes. Why not? Didn't they build the Chinese wall, yne of the biggest feats of masonry in the world?" The Chinamen were paid \$55 per month.

He could not remember much about the con-

world?" The Chinamen were paid \$35 per month.

He could not remember much about the contracts, but the company had 700 trunks full of memoranda which the Commission was at liberty to investigate. He had lost track of the books of Charles Crocker & Co., however, and also of the books begree He did not suppose that anybody would want to see either. The Commissioners upset his calculations by insisting that the books be produced. He thought they had no right to make such a demand, but still if he could find them when he got to California he would send them, provided the company's lawyers saw no objection.

Mr. Crocker said he had just returned from Carisbad, where he had gone for his health, being troubled with diabetes. He is not better yet. His memory proved to be very bad. He sould not remember whether he had received \$300,000 or \$400,000 per mile for some of his contracts. Some miles he thought had cost him \$400,000.

him \$400,000.

By Mr. Anderson—Were you and Mr. Stanford not sued shortly after to recover moneys claimed to have been unjustly obtained by you and the Governor?

A.—Ven; there have been a great many suits brought against us. Every nasty little politician and all liths newspapers welly or unjustly, and the bringing of the more welly or unjustly, and the bringing of the more welly or unjustly, and the bringing of the hunting to the same and the

mistake to settle at the time, and think so yet. I wanted to sight.

Mr. Crocker was taken in hand after the noon adjournment by Commissioner Anderson, and pumped for information. He admitted that he was a stockholder in many of the branch roads leased by the Central Pacific, and as a director of the latter voted on the subject of leasing them. All the contracts, he said, had resulted to the good of the company.

Commissioner Anderson said that one of the most important questions before the Commission was that which dealt with the actions of directors of the Central Pacific who voted on contracts with other companies in which they were also interested, and how such action affected the Central Pacific. Mr. Crocker replied that in all such cases he acted for the benefit of the Central Pacific, as his interests in that company were larger than those in any of the others, and added:

With all due respect to your honorable Commission. I

With all due respect to your honorable Commission, I do not think it is fair to ask me, with my defective memory, to answer questions about things that have happened when you have the minutes before you and know for yourselves. Commissioner Anderson said that the ques-

Commissioner Anderson said that the ques-tions were not intended to trip him up, and if he made any mistakes the Commission would not hold him.

"I want to tell you right here generally," Mr. Crocker said, "that there is nothing in connection with the building of the Central Pacific Railroad or any other railroad that I'm ashamed of. It has resulted in good to the people and to myself. [Laughter.] Well, I didn't give the best twenty years of my life for nothing."

people and to myself. Language of my life for nothing."

Q-You voted on the matter of relieving yourself from all liabilities? A.—Did 1? I think not. I kept quiet about that time, while they were giving me absolution.

Q-What would be the result of the foreclosure by the United States of that part of the road running from Ogden to Sacramento? A.—It would be disastrous 1 don't think that the Government could run the road any better than the company can.

Q-Can you give a practical business answer to the question how the road could be run to the best advantage of the county of the coun

Glow."

Q.—Did the building of the Southern Pacific Bailroad benefit your road? A.—In a measure it did. If we hadn't built it from Scott would have, and it was much better for the road to be built by friends of the Central Pacific than by its enemies. If we had folded our arms and gone to sleep we might have been wrecked. Now, I want to make a little stump speech here, explaining our position. The road was built really to transport dovernment troops and supplies. The money we were to receive his way would have gone toward paying our debt to the Government, and we charged no more than we slid others. Instead of giving us this traffic, however, the Government sent the troops and supplies around Cape for man sent the troops and supplies around Cape for man of the contract when did not.

Q.—Did you ever use funds, stocks, or securities of the company for inducening legislation?

Mr. Cohen—I object.

Mr. Crocker—I will nawer it. No, decidedly no.

In answer, to questions by Mr. Cohen, the

In answer to questions by Mr. Cohen, the witness said that he considered the Government indebted to the railroad instead of vice versa. He had frequently advocated at the meetings of the Board that the railroad should make out its bill against the Government. The Commission then adjourned until this morning, when Mr. C. P. Huntington will take the stand.

Well, It's Time the Republicans Bid Go. An examination for the promotion of forty clerks from \$1,400 to \$1,600 places in the Custom House will be held in the Post Office building to-day. This is in conformity with the rule laid down by the Collector that cierks must be able to take higher places in the service should occasion offer. Collector Magons will consider a failure to pass the examination as just cause for dismissal. It was said at the Custom House yesterday that many Republicans will fall by the warnide, but that the recently appointed Democratis are well primed for the occasion.

## Misery After Eating

Is avoided by dyspoptics who, guided by the recorded experience of thousands, begin and systematically pur-sue a course of Hostetter's Stomach Bitters. Persistence in the use of this pure and highly accredited atomachic in the use of this pure and highly accredited stomachic is the sole and agreeable condition of the entire removal of the obsinate forms of dyspepsia, no less than a tem-porary fit of indigestion. In connection with the use of this specific it is desirable to avoid articles of food which individual experience has shown to be difficult of diges-tion by the stomach sought to be benefited. Rach dys-peptic's past observation of his digestive capacity should enable him to be his own guide and mentor in this particular, not trusting to any set of dietatic rules too general to be suited to particular cases. Billiouxness and constipation, heartburn, wind upon the stomach sour eructations, headachs, and mental despondency are among the concomitants of dyspopsia, and we put it to Sight by the Bitters.

BUNAWAY TRAINS.

Two of them Crash Into Other Cars Several Fatal Accidents. CANTON, Dak., Sept. 20,-The east-bound passenger train on the Chicago, Milwaukee and St. Paul road collided with the rear of a freight train at 4 o'clock this morning, three miles east of here. The freight train was switching at Inwood, Iowa, and the rear part. breaking loose, tore down the grade toward Canton for several miles. finally colliding with the passenger train. The killed are: Andrew Derrath, Rock Valley, Iowa, line repairer; W. A. Ploog, McGregor, Iowa, engineer of the pas-senger train, and Charles Dunbar, Mason City. senger train, and charles Dunbar, Mason City.
Iowa, fireman. Two bodies are still in the
wrock and wrecking trains are now at work.
Thirty passengers escaped uninjured. Six cars
of wheat, one of cattle, one caboose, and the passenger coaches were demolished. The accident occurred at the edge of the bridge across the Sioux lilver, and a few seconds later both trains would have been thrown into the river from a high embankment and thirty or forty lives would have been lost. The freight conductor is blamed for the accident.

GREEN BAY, Wis., Sept. 20.—A freight train on the Milwaukee and Northern road ran through an open switch in Hayton, Calumet county, today. Several cars were demolished. The wrock was burned, Conductor James Donnelly of Milwaukee is supposed to be in the ruins. Brakeman Fay is said to have been at fault, and is missing.

MARQUETTE, Mich., Sept. 20.—A Duluth. South Shore and Atlantic train of sixty-five cars laden with ore got away from the trainmen last night and ran down the grade at a high rate of speed for four miles. At the scale track just west of the city the cars crashed into a side track full of empty ore flats. Fifty cars are piled thirty feet high. Billy Mahone, the conductor, is missing, and there is no doubt that he is under the wreck. passenger coaches were demolished. The ac-

## Wanted --- Lemales.

A. -A.-Trimmers on fine stiff hats: steady work.
D. M. SAMURLS & CO., 325 West 15th st. BOOK FOLDERS and gold layers wanted. TOM-BONNAZ.—Good operators, also girls 14 to 16 handy with needle. 136 Spring st. ENVELOPE MAKERS.—Fractical hands.
D. S. WALTON'S CO., 18 Desbrosses st., first loft. FANCY FEATHERS, Experienced hands; steady work; good pay; also learners. HERMAN & GUINZBURG, 629 Broadway. FANCY FEATHERS.—First-class hands will re-ceive liberal wages with steady employment. B. J. HELD, 600 and 602 Broadway.

FANCY FEATHER makers steady work; prices F REE sewing Machine School, open daily from 9 to 3.

At Olris' Lodging House, 27 St. Mark's place, 8th st. FANCY FEATHER makers, also jetters, wanted.
H. HOPHEIMER & CO., 558 Broadway. OPERATOES to bind ladies' felt hate; experience hands only need apply; good straw operators will defend a DORMAUL, 88 Frince st. PAPER BOXES. Good glue and paste workers

R. MACY & CO.

R. Want experienced operators on ladies' underwear, lace workers by hand and machine, and young misses to dut out embroidery. Apply at 15th st. entrance, 4th noor. SOFT SILK WINDERS Girls to speel cotton Sand worsted and tend braiding machines. 270 Bowery. TAILOREMS; one who can work buttonholes and operate on fine custom coats, at 832 Rast 25th st. Call at once. UMBRELLAS. -Wanted, experienced hands on silk work. JONES, MULLER 2 CO., 100 Walker st.

WANTED-Lady, active and intelligent, residing outside New York city, to represent in her locality, an old firm; references; salary about 500 monthly, J. G. BLANCHARD, Supt., 34 Reade st., New York. WANTED-A good baster on custom pants; also a 117 Park row, top floor, near Chambers st. WANTED - First-class finishers and buttonhole makers on fine vests. 212 hulberry st., corner of Spring st., 2d floor.

WANTED-2 first-class tailoresses to work on cus-tom pants. Apply at 140 Madison st. Ring bell twice. WANTEB-First-class milliner and trimmers. Ap-WANTED-Girls to wrap up candy. WANTED-Ciris to pack tobacco cigarettes. 779

Wanted --- Males.

A.-STERN BROTHERS, West 23d st. Require at once a competent cutter for ladies' waists and outside garments. Apply between 8 and 10 A.M. at 23 West 22d st.

A GOOD CHARER, used to the chandeller trade; A also 2 practical chandeller makers. H. PHILLIPS, 522 West 20th st. A CTIVE man, about 30, wanted for city trade; will be instructed in our business, and salary paid while learning. Apply at store corner 4th av. and 16th st. A PLUMBER wanted who understands jobbing BOY, good at figures and writing; \$4 per week; state

BOY. Feed boy to feed cylinder printing press. Apply at 80 Water at. CARPENTER BUSINESS for sale cheap; established five years at 1,50% Broadway, including from safe (psw), all shop furniture, and material on hand, &c., yasason for solling, sickness of proprietor; this is a rare chance for an enterprising man. For further particulars call on or address CHARLES H. ROORES.

COPY HOLDER—A boy to read manuscript in printing office; must have experience.
C. C. SHELLEY, 12 College place. CORE MAKERS wanted on plumbers' bras EXPERIENCED moulders on hatters' paper boxes; steady work. 90 Crosby st.

FERT-OLASS cylinder pressuan accustomed to book, job, newspaper, and fine cut work; best reference given. Address PRESSMAN, box 197, Sun office. HATTERS,—Wanted, 5 finishers on men's soft fell hats. HARNESS MAKEES. Wanted, one on new HORS PANOER - Pirst-class society fireman want ed at 505 West 42d st.

I N DUSTRICUS man, about 30, who can lear I quickly, will be instructed in our business and salar paid while learning. Apply at store 34 Union square. JOB BLANK BOOK sewers. Apply to C. N. SNITH, 12 CHE st. MAN, about 28, who is quick to learn and willing to work will be instructed in our business, and salary paid while learning. Apply at store 102 East 18th st. PAINTER, carpenter, kalsominer, by month and board; moderate wages; work year round. 514 East 116th at.

PAPER HOXES. - A first-class man on Clark machine. WIEMERS & SON, 132 and 184 8. 5th av. PRESSERS wanted on buckram frames at T. W. HYNES & CO.'S, 601 Broadway. DAPER BOXES.—Experienced men on glue table L SULZBACHER, 646 Fearl st. PRESERVANTED on buckram hat frames. PATER RULEES. Special meeting of Elephant Club, Thursday evening, 12d inst., Grand st.

SEPTON ARTEST in colors; must be familiar with label and show-card work and competent in figures and letters; steady position. HINDS, EETCHAM & CO., S! North 2d St., Brooklyn, B. D. SHOEWARERS wanted, lasters and heelers on is JOHN McPARTLAND, 383 Kent av., Brooklyn. STRONG BOY to carry bundles and make himself generally useful; wages \$5.50 per week. Top floor, No. 56 Reade st. No. 5d Reade st.

SHOEM AKEMS wanted: full team on seen's handsewed work.

B. WALTHER, 14 Thomas st.

SMOEMAKEES wanted on men's custom work.
JOHN S. BUSKY, 30 Cortlands st. SHOEMAKERS wanted on custom work at BROWN'S, 2 Cortlandt st. TO PIANO MAKERS.—Wanted, bellymen and action regulators. WHEELOOK & CO., 149th st., near 3d av. VARNISHEES and rubbers wanted. Apply sarry,

W 876 Broadway.

W ANTED—Nam to take the agency of our safes;
wire. 28x18x18 inches; weight, 500 pounds; retail
price, \$35; other sizes in proportion. A rare chance to
create a permanent business at home. These safes mee
a demand never before supplied by other safe companies, as we are not governed by the safe post
ALPINE HAFE CO., Cincinnati, O.

WANTER—Apprentions for the U. S. Nay, to severe until 21 years of age. Boys between 14 and 16 received. Apply on board U. S. S. Hancesota, at what near foot of 27th st. N. B. Pay at first, 50 per month and board.

WANTED-Floorman horseshoer; good wages and waterdy work year round; one used to light work; must be a sober man. M. NEWELL, Foughkeepsie, N.Y. WANTED-A first class wood turner who can also work at the bench. Apply to J. H. L'HOMMEDIEU, Great Neck, L. I. WANTED-At once, metal and wood showcase makers to go to Canada; best of wages paid to com-potent men. Address B., box 137, Sun office. WOOL PULLERS wanted; also cellar men and laborers. Apply to H. H. HOLLIS, 546 West 57th at

WANTED-A good roofer: come ready for work 58 and 55 Henry, corner Cranbarry st., Brooklyn. WANTED—An experienced locksmith and bel hanger. Apply to JAMES STROUD, 1,263 B'way. WANTED-A machine blacksmith. Apply to ROBERT KEST, 48 Jay st., Brocklyn. WANTED-Carriage woodworker.
FOLKY BROS., 250 East 127th st. WANTED-Fourdrinier wire cloth weavers. Apply at Eastwood Wire Mfg. Co.'s, Belleville, N. J. WANTED-A practical range and furnace setter must be steady and reliable. 248 Water st.

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Amusements.

TINION SQUARE THEATER. J. M. HILL. Commencing Monday evening, Sopt. 26,

ROBSON AND CRANK Under the management of J. M. Hill and Joseph Brooks, In a Comedy in four acts entitled THE HENRIETTA. By Bronson Howard.

Nicholas Vanalstyne. Mr. Wm. H. Crane
Dr. Parke Wainwright. Mr. H. J. Latheouri
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Nr. Stuart Robson
Lord Arthur Trelauney (another). Mr. Stuart Robson
Lord Arthur Trelauney (another). Mr. Stuart Robson
Lord Arthur Trelauney (another). Mr. Jank Tannahill. Jr.
Mr. Trans Parker (another). Mr. Henry Hergman
Musgrave. Mr. Louis Carpenter
Nrs. Cornella Opdyke Miss Bibyl Johnston
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Bale of seats begins Thursday, Sept. 22, at the box
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Matiness—Monday, wednesday, and Saturday.
Box office always open. Boware of speculators.
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SATURDAY MATHER 2:20.

SATURDAY MATINER, 2:30. STAR THEATRE.

MONDAY EVENING, Sept. 26. FOR three weeks only. THE MURICE GRAU TRENCH OPERA COLONIA. THE MURICE GRAU TRENCH OPERA COLONIA. THE MURICE GRAU TRENCH OPERA COLONIA. The day Wednesday, and Seturday matthees, LE GRAND MOGUL.

Thousday and Friday evenings, SERMENT DIAMOUR. Debut of Mile, MARY PIRARD as ROBETTE.

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FAREWELL MATINEE SATURDAY.
Rept. 20—MAURICE GRAU FRENCH OPERA OO,

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VICTOR HENERT AND HIS GRAND ORCHESTRA
Mr. Herbert is a bright reflection of the only Straus.
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ADMISSION, 35 CENTS. THE GREAT PINE PARL.

Cast includes Herbert Kelcey, E. H. Bothern, W. J. Le Moyne, Herbert Archer, R. F. Cotton, Rowland Buckstone, Mms. de Naucaes, Grace Henderson, &c., &c., \*\*e., \*\*e. POOLE'S THEATER,
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Next week.

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Crowded houses,
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MADISON SQUARE THEATER. 8:80 Mr. RIUHARD MANSFIRLD in DR. JEKYLL AND MR. HYDE.

UNION SQUARE THEATRE J. M. HILL. Man'gr Evenings S:30. LAST WEEK. Sat Mat., 2. M. BURLEGH. ONE AGAINST MANT. Next week-ROBSON AND CRANE.

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MATINEES WEDNESDAY AND SATURDAY AT 2.
ROODMAN BLIND.

GRAND OPERA HOUSE, ONE WHEK ONLY.
Reserved seats, orchestra circle and balcomy, Soc.
Wednesday Light's O'LONDON, Saturday
Matines. Light's O'LONDON, Saturday
Matines. Next week—HARBOB LIGHTS. WINDAGE THEATRE, BOWEY, near Canal MATINES TO DAY at 2 JAMES CARDING at 8. TWO ROADS.

BIJOU OPERA HOUSE. MATINES TO DAY.

Last Two Nights. Last Matines to day at 2.

"GROUS IN TOWN."

A. FRIDAY. SEPT. 25.—SALISBUSY TROUBADOUGS." In THE BUSMING BISS.

MERRIMAC AND MONITOR NAVAL Open day and evening. Visitors to Central Park will find this within one block of 5th av. entrance. . The Turt. BROOKLYN JOCKEY CLUB.

CLIPTON BACES.
Wednesday, Friday, and Saturday, THIS WERK.
Special trains leave 23d st. N. Y. II:55, 12:40, 1:35
leave Chambers st. 12, 12:45, 1:30 direct for the race
ocurse. GEO. H. ENGEMAN, President.
JAMES McGOWAN, Secretary.

Miscellancous.

No axtra charge.

CHOOT.—Single breach loaders, 53; double breach loaders, 56; paper shells, 12 G., 65c.; 10 G., 75c.; loaded, 52 per 100. Powder, 61; lbs. 51.50; shot, 25 lbs. 51.40; wads, 15c.; complete loading sets, 51.25. Game laws free, H. H. KIFFE, 316 Faiton st., Stocktyn, N. Y. WANTED-A braiding and cording Bonnas ma-chine, in good order. Address, stating terms, TRIMMER, box 198, Sun office.

DE. EGNSCHUE, 46 West 34th st. leading ad vertising specialist; quickest permanent cure guar anteed; acute cases 4 to 10 days. Hours, 8 to 3; 6 to 9 DR. THEEE, 140 West 14th st. has no equal for safe, sure, and speedy curing Private Diseases, both sexes; acute diseases, 4 to 10 days. Europ. Hosp. Exp. 40 YEARS' Practice.—Dr. BROUGHT. Neuros gen beart, stomach, fiver, kidneys, bladder. 66 West 4th st Diskasks of a private nature; quick cores.

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Take "Culver Route" Only. Boats leave WHITEHALL -T. (Battery), terminus of all elevated railroads, hourly from 8:10 A. M. to8:10 P. M. Special boats for the Baces at 11:40 A. M., 12:40 and 1:40 P. M. EXCURSION TICKETS 40 CENTS. Good to return to Brooklyn via Prospect Park and Consy Island Railroad, and all special trains from the Races.

AUTUMN FOLIAGE. EXCURSION. I.UU GREENWOOD

Special train leaves Chambers St. Statter 9:00 A. M., \$34 St. Station 5:55 A. M. Newburgh & West Point

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Grand Daily Excursion (except Sundays) by the fast NEW YORK AND ALBANY,

INTERNATIONAL YACHT BACEA

THE OLD DOMINION STEAMSHIP COMPANY
will despatch their steamer
(UVANDUTEL 2,500 TONS,
from Pier 26, N. R. (700 of Beach st.),
On SEFT. 27.
Capacity, 2,007 passengers: limited to 500. Tickets 25.
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Tickets at company's office, 235 West st., and of Geo.
L Tyson, Fifth Avenue Hotel. L Tyson, Fifth Avenue Hotel.

C MOLEMA OH FISHING HANKS.—New steamer BAY RIDGE, daily from 21st at. E. R., 7:20

Beekman St., R. R., 8:1 E. R., except Naturcay and Monday, Whitehall St. (terminus atl sevared), 4:30 A. Fare, 75c.; iadies, 50c. Refreshments, tackle, and balt.

Al. FORTER, Manager. balt.

Al. FOSTER, Manager.

CHOLERA BANKS.—EXTRA.—Early morning
trip. Friday, Rept 23, steamer BAY RIDGE will
leave 21st at, 5:15 A.M.; Beskman 8t, 5:30 A.M., and
Fior I, foot of Whitehall st, terminus all elevated rail
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Fore, 750.; ladies, 500. Reliable Filot. Al. FOSTER.

STATUE OF LIBERTY steamers leave Barge Office, Battery, hourly till 5 P. M; round trip, 25c. Anilronds.

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vest and St. Athana, Troy, and Syracuse, and Control and St.

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110:30 A. M. Chicago Express drawing-room cars to

Richfield Springs (until Sept. 24). Canandaigua, and

Rochester. Richfeld Springs (until Sept. 36), Canandaigua, and Rochester.

211:30 A. M., Western New York and Northern Express, with drawing-room care.

8:30 P. M., Albany, Troy, Baratoga, and Utica special, with drawing-room care to Troy and Saratoga.

\*9 P. M., Accommodation to Albany and Troy.

\*9 P. M., Yeast Chicago Express, with siceping care for Riagars Falls. Buffalo, Suspension Bridge, Toledo, Detroit, and Unicago. Dining car New York to Albany.

\*\*130 P. M., Fast Cincinnati and St. Louis Express, with siceping care for Cleveland, Cincinnati, Indianapolis, Mt. Louis Auburn, Steneya, Canandaigus, daily. Dining car New York to Albany.

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B P. M., Special Siesper, arrives Rochester 7:40 A. M.,

Buffalo Si85 A. M., and Cievoland 12:15 P. M. next day.

19:15 P. M., Pacific Express, with sleeping cars for Rochester, Buffalo, Nisgara Falia, Cieveland, Toledo, Detroit, and Chicago. Siesping cars to Clayton via Utica daily except Saturday.

11:15 P. M., Night Express, with sleeping cars to Albany and Troy. Connects with the morning trains for the West for Baratoga, Lake George, and the North (except Saturday night).

Tickets and space in drawing-room and sleeping cars on asie as Grand Central Depot, 413, 785, and 942 Broadway, 12 Park place, 7 Battery place, 62 West 13th st., and Nott Haven Station, 136th st., New York; 338 Washington and 730 Fulton sts., Berocklyn, and 79 4th at., Williamsburgh. and Nott Haves Station, 1981s St. Acc York; 339 Washington and 730 Full time ste, Brocklyn, and 73 th at-Williamsburgh. Westoot's Express calls for and checks baggage from hotels and residences. \*\*Run daily, others daily except Sunday, #Stop at Mott Haven Station, 1981s St. J. M. TOUGEY. HENRY MONETT. M. TOUCEY.

General Superintendent.

General Passenger Agent.

DENNSYLVANIA RAILROAD. On and after Reptember 12, 1887,
AND UNITED STATES MAIL ROUTE,
Trains lease New York, via Desbrosses and Cortlands
Strests Fortram and the West, with Pullman
Falace Cara attached, B A. M., 7 and 8 P. M. daily,
New York and Chicago Limited of Parior, Dhing,
Smoking, and Sleeping Vestibuled Cara at B A. M. Smoking, and Sheeping Vestibuled Cars at 9 A M. every day.
Williamsport, Lock Haven, 9 A. M., 8 P. M.; Corry and Erle at 8 P. M., connecting at Corry for Titusville, Petroleum Centre, and the Oil Regions.
For Lebanou, 9 A. M., 8:20 P. M., and 12:15 night.
For Norristown, Phomisville, Pottatown, and Reading, 6:20 A. M., 1 and 4 P. M. Saturdays only, 8 P. M. Sundays, 0:15 and 10 A. M.
Baitimore, Washington, and the South, "Limited Washington Express" of Pullman Parlor Cars and Pennsylvania Railroad Dining Car daily, except Sunday, 10 A. M., arrive Washington 4 P. M., and daily 3:40 P. M., arrive Washington 4 P. M., and 12:15, 8, and 6:30 A. M., 1, 2, 4:50, and 6 P. M., and 12:15 night. 8:30 A. M., 1, 2, 4:30, and 9 F. M., and 12:15 night. Sunday, 6:10 and 9 A. M., 4:30 and 9 F. M., and 12:15 night. For Atlantic City and Cape May, 1 F. M., week days. Long Branch, Bay Head Junction, and intermediate stations, via Rahway and Amboy, 9:10 A. M., 12 noon, 3: M. 4:10 and 9 and 12:10 milds, 9:15 A. M., and 5 For Old Foint and Norfolk. via New York, Philadelphia and Norfolk Railroad, 8 F. M. every day; via Baitimore and Bay Line, 4:30 F. M. week days.

Boats of "Brooklyn Annex" connect with all through trains at Jersey City, affording a speedy and direct transfer for Brooklyn travel.

Trains arrive: from Pittsburgh, 7:10, 7:30, 11:30 A. M., 7 and 9:35 F. M. daily. From Washington and Baitimore, 6:20, 6:30 A. M., 1:30, 8:31, 3:30, 4:50, 5:50, 9:20, and 10:35 F. M. Sunday, 6:20, 6:30, A. M., 9:20, 6:50, 7:10, 7:30, 9:34, 8:34, 1:30, 1:30, 8:30, 6:20, 6:50, 7:10, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 8:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:50, 7:30, 7:30, 7:35, 11:35, 11:50 A. M., B:20, 5:50, 7, 6:00, 9:20, 9:35, 10:35 F. M. and 12:30 might. Sunday, 3:30, 6:21, 6:30, 7:30, 9:30,

COR PHILADELPHIA.

Express trains leave New York, via Desbrosses and Corliand Streets Ferries, as follows:

1 and 1

POR PHILABELPHIA AND TRENTON.
BOUND BROOK ROUTE.
Time Table of June 27, 1887.
Leave New York, foot of Liberty at, 4, 7:30, 9, 11 A. M.;
1:30, 3, 4, 5:30, 7:30, 12 P. M. Sundaya, 4, 8:40 A. M.;
30, 12 P. M. Sundaya, 4, 8:40 A. M.; 1:50, 3, 4, 5:50, 7:50, 12 F. M. 5:50, 12 F. M. Lave Philadelphia, 9th and Greene sts., 7:50, 8:30, 9:50, 11 A. M.; 1:15, 3:40, 5:10, 7, 12 F. M. Sundays, 8:30 A. M.; 5:50, 12 F. M. DRAWING-ROOM AND SLEEPING CARS.

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BELGENLAND. Saturday. Oct. 8, 9 A. M.

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\$10 and \$125; second cablin. \$60 excursion. \$72

and \$80. Steerage at very low rates.

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Copartnership Botices.

NEW YORK CITY, Sept. 19. 1897.—Notice is hereby given that the limited partnership herestotore existing between James Whitely, Henry Cruzer Oakley, Maynard C. Eyre, and Heury H. Dodge as general partners, and the late William R. Travers as special partner, under the firm name of Frince & Whitely, and which, after the death of said William R. Travers, on the 19th day of March, 1897, was continued in pursuance of the provisions of the articles of copartnership, by the survivors of said firm, with the assent of the personal representatives of said William R. Travers, deceased, until the expiration of six months next ensuing the death of said William R. Travers is this day discoved and terminated, and James Whitely, Henry Cruger Oakley, and Saynard C. Eyre only, or either of them, are authorized to sign in liquidation. Whitely, Henry Cruger Oakley, and Saynard C. Eyre Oakley, MAYNARD C. EYRE, HENRY H. DODGE, Survivors of said firm.

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THAT MUCH ABUSED NUMBER HAS SUDDENLY SPRUNG INTO POPULARITY SINCE WE BEGAN SELLING THE CHOICE OF 8,000 MEN'S WINTER SUITS WORTH \$18, \$20, \$25, \$28, \$30 AND \$35 FOR \$18.

MANY A MAN WILL HAVE AN EXTRA \$13.00 TO PUT INTO A WINTER OVERCOAT, AND STILL OWN AS GOOD A WINTER SUIT AS COULD BE BOUGHT WITH TWICE THE AMOUNT HE PAYS US FOR ONE

OF THESE THE SALE PROGRESSES SO RAPIDLY THAT WHO EVER INTENDS TO BUY SHOULD NOT STAND ON THE ORDER OF HIS COMING, BUT COME TO BROADWAY AND PRINCE ST. ONLY.

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Proposals.

TIESTCILASS TORPEDO BOAT FOR THE

UNITED STATES MAY

WASHINGTON D. G., July 23, 1887.

Under authority conferred by the act of Congress, contilled "An Act to increase the Naval establishment" approved Aug. 3, 1886, sealed proposals are hereby invited and will be received at this department until 12 o'clock moos, on Tuesday, the let day of November, 1887, for the construction, by contract, of one first-class torpedo boak, complete, exclusive of torpedoes and their appendages—such vessel is be of the best and most modern design; to be constructed of steal, of demestic manufacture, having a tensile strength of not less than 60,000 pounds per square inch and an elongation in eight inches of not less than 20 per cent., and to have the highest statumble speed, Fremiums will be paid or penalities exacuted, as provided for in the circular hereinstier mentioned, according as the speed of the vessel shall be above or below 22 knote per hoto be constructed in accordance with and miblect to the conditions stated in the "Circular showing the general requirements to be fulfilled in the design and performance of a rived Fuir-acrow league; for pedo Boat," approved by the Secretary of the Navy July 21, 1887, copies of which can be obtained on application to the Bureau of Ordinance, Navy Department.

Hach proposal must be accompanied by drawings and specifications of the vessel which the bidder proposes to build. The drawings must be drawn correctly to a convenient scale and must show clearly all the sessential requisities of the vessel and that all the requirements of the above mentioned circular are embodied in the design, the space and weight allowed for torpedoes and their appendages must also be shown in the design, but he for the contractor, and company the proposal.

In order that the Department may be prepared to act intelligently in making a selection, it must be clearly shown by the drawings specifications, and statement, in detail, of the weights in the vessel and the correctors of the engines, boliera and scrawin mus

ment to reachly determine the character of the proposed which the design is based chees of the calculations upon which the design is based control of the complete construction of the vessel, and the expense of all trials before final acceptance of the vessel under the contracts, must also be borne by the contractor.

Proposals for the construction of said vessel will be received "from every American also be borne by the contractor.

Proposals for the construction of said vessel will be received "from every American also be borne by the contracts of the said of the contract he will be pussessed of the necessary plant for the performance of the work in the United States which he shall offer to undertake." The vidence thus required must acc unpany the proposals or be holmitted to the performance of the the forms which will be turnished on application to the Bureau of Ordnance, and must plate the time within which the bidder will complete, for delivery, the vessel which he proposes to construct.

Each proposal must be accompanied by a certified bickeswell complete. For delivery, the vessel which he reposes to construct. The proposes the proposes in the control of the Recreatory of the Navy, for an amount equal to five per cent of the Mayy, for an amount equal to five per cent of the bid. The check received from the successful bidder will be returned to him on his entering into a formal contract for the date performance of the work and giving bond for the same, with security to the satisfaction of the Secretary of the Navy, in a penal sum equal to one-fourth of the amount of his bid, but in case he shall fail to enter into each contract and to give such bond within twenty days after notice of the acceptance of his proposal, the check accompanying such proposal such become the property of the United States.

All checks accompanying proposals which are not accepted will be returned immediately after the award shall have been made.

The cost of the vessel, exclusive of premiums, is limited to an amount not exceeding 880,000.

Fayments under the fourtest will be made in five of the contract the contract will be reserved until the contract shall have been fully performed.

Proposals must be made in duplicate, enclosed in envelopes marked "Froposals for a Torpedo Boat," and addressed to the Secretary of the Navy, Navy Department, Washington, D. C.

The Secretary of the Navy reserves the right to reject any or all bids as in his judgment, the interests of the Government may require. William C. WHITNEY,

Public Motices.

POST OFFICE NOTICE, (Should be read daily by all interested, as changes may occur at any

DOST OFFICE NOTICE—(Should be read daily by all interested, as changes may occur at any time.)

Letters for foreign countries need not be specially addressed for despatch by any particular steamer, except when it is desired to send applicates of banking and commercial documents, isters not specially addressed being sent by the fastest vessels available.

Fereign mails for the week anding Sept 24 will close (promptly in all cases) at this office as follows: steamship in all cases) at this office as follows: steamship in all cases at the steamship send and in the first of the read of the first of t

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A NUMBER of grand, upright, and square planor of our make, slightly used, almost as good as new, and fully warranted, will be sold at a liberal reduction from regular prices. Planos to rent.

WML ENABS & CO., 113 5th av., above 16th st. PEANOS at bargains; cash installments or to rent. HORACE WATERS & CO., 124 5th av.

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Through the medium of one of your books received through Mr. Frank T. Wray, druggist, Apollo, Fa., I became acquainted with your CUTIOURA REMEDIES. and take this opportunity to testify to you that their use has permanently cured me of one of the worst cases of blood poisoning, in connection with errsipera, that I have ever seen, and this after having been pronounced neurable by some of the best physicians in our county. I take great pleasure in forwarding to you this testimonial, unsolicited as it is by you, in order that others suffering from similar maladies may be encouraged to give your CUTICUBA REMEDIES a trial.

P. S. WHITLINGER, Leechburg, Pa.
Reference: FRANK T. WRAY, Druggist, Apollo, Pa. SCROPULOUS ULCERS.

James E. Richardson, Custom House, New Orleans, on oath, says: "In 1870 Scrofulous Ulcers broke out on my body until I was a mass of corruption. Everything known to the medical faculty was tried in vain. I became a mere wreck. At times could not tift my hands to my head, could not turn in bed, was in constant pain, and looked upon life as a curse. No relief or curse interpears. In 1880 I heard of the CUTICURA REMEDIES, used them, and was perfectly cured."

Sworn to before U. S. Com. J. D. CRAWFORD,

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Boap takes the "cake" here as medicinal scap.
TAYLOR & TAYLOR, Druggists,
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ACROFULOUS, INHERITED. And Contagious Humors, with Loss of Hair and Erup-tions of the Skin, are positively cured by CUTICURA and CUTICURA SOAP externally, and CUTICURA RE-

SOLVENT internally, when all other medicines fall.

Hend for Pamphlet.

CUTICURA REMEDIES are sold everywhere. Price:

CUTICURA SINCE Beautiful.

SOAP. An Exquisite Beautiful.

EBODYENT. the New Blood Purifier, \$1. FOTTER

DRUG AND CHEMICAL CO. Beaton. PIMPLES, Blackheads, Skin Blemishes, and Baby

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Back Ache, Kidney Paina and Weakness,
Soreness, Lameness, Strains, and Pain reileved in our minute by the Cutteurs
Anti-Pain Planter—infallible.

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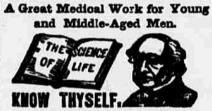
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THOUSANDS UPON THOUSANDS OF THE BEST. DRESSED MEN OF NEW YORK, MEN OF INTELLI-GENCE, MEN WHO KNOW AND CAN APPRECIATE SOOD STYLE, GOOD MATERIAL, AND GOOD WORK. MANSHIP, YEAR AFTER YEAR TESTIFY IN OUR BE-HALF BY PLACING THEIR ORDERS WITH US.

THEY KNOW THAT WE SELL FOR CASES ONLY THAT THE MILLIONAIRS AND THE MECHANISTAND SIDE BY SIDE. WE ARE THE ONLY INTERMEDIARY RETWERN THE MANUFACTURER AND THE CONSUMER; OUR PURCHASES ARE LARGE AND FOR CASH, BUYING AT THE LOWEST POSSIBLE RATE. AVOIDING THE

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